

ST09-III-UP1 (B) – RESTON MASTER PLAN PHASE II

During Commission Matters

Commissioner de la Fe: Mr. Chairman, for the past year, following the adoption in February 2014 of the Reston Transit Station Area Plan, the community and county staff have been working diligently on updating the Comprehensive Plan's guidance for Reston as part of Phase II of the Reston Master Plan Special Study. Plan Amendment ST09-III-UP1 (B) addresses Reston's residential neighborhoods, village centers, and other commercial areas, which consist of approximately 6,300 acres north and south of the Dulles airport access and toll road. The proposed amendment integrates the plan guidance for Reston that will be under a new tab section of the Area III plan. Staff presented draft plan text at the Planning Commission public hearing on April 22nd. Subsequently, I reviewed the extensive public testimony and distributed to the Commission my proposed markup of the proposed plan text in the document entitled Markup of Proposed Reston Master Plan Special Study, Phase II, dated May 7th, 2015. For the Commission's benefit, I have also – I have shown my changes to the staff recommendations using underlines and strike-throughs. In addition, the markup document includes as attachments revised figures that are proposed for inclusion in the proposed plan text. This markup text supports the staff recommendations in most instances and responds to some of the specific comments for changes that came from the public and from the Commission at the public hearing. Many of the revisions are editorial in nature or are meant to help clarify the Plan text. The main substantive changes are:

- Removal of the requirement for village centers to undergo plan amendments in order to promote their redevelopment.
- Addition of language for Tall Oaks Village Center to recognize that the redevelopment may include a significantly reduced non-residential component and that any redevelopment should emphasize quality design and the creation of a neighborhood gathering place.
- Addition of language permitting the redevelopment of Saint John's Wood Apartments in line with the applicant's proposal that was submitted during the study's open comment period. This will allow for the development proposal currently under review to be considered.

There were several issues brought up in the testimony at the public hearing and subsequently, which were not included in my proposed markup. Regarding the Fairfax Hunt Club property cemetery, according to the Department of Planning and Zoning Heritage Resource staff and Park Authority Cultural Resource staff, no county staff archaeologists have been out to the property as of today and they have not even been contacted to visit the site. They would be glad to go out to go out to the property, but that would need to be arranged with the property owner. A buffer or preservation recommendation cannot be made without a study of the property. That is why the recommendation is to consult the archaeology group on what surveys or studies are needed. The buffer recommended by citizens is arbitrary, since there is no information to base the

recommendation on. No studies have been done. The cemetery will be treated and recognized like any other cemetery in the county. Buffer recommendations on cemeteries are typically addressed in the development review process. Putting specific language in the Comp Plan is overkill. Regarding the Herndon TSA concerns that were voiced by certain Polo Field owners, the concerns expressed by several Polo Fields residents regard the Herndon TSA text, which was considered during phase – Reston Phase I. Polo fields HOA representatives were involved in that effort. Staff's approach stated that - - repeated from the beginning of Reston Phase II - - has been that we would - - wouldn't revisit community-vetted recently adopted TSA guidance. That being said, one concern is already addressed in the plan: to add a new street grid paralleling Sunrise Valley Drive close to the DTR to access the Herndon station. Secondly, the issue of Sunrise Valley wetlands' proper maintenance and signage regarding public access is inappropriate for the plan to address. Finally, regarding the planned interchange of Fairfax County Parkway and Sunrise Valley Drive, FCDOT will reexamine its necessity and, if found necessary, examine in more detail. Polo Fields and other residents' participation is encouraged. The Reston Plan Green Building section is different from, or simply doesn't refer to, the Policy Plan's green building guidance. The Reston Plan's community-wide green buildings practices section is taken directly from the adopted Reston TSA Plan, with the addition of one bullet of information regarding EV charging stations at the end of the section. The green building practices section does refer to the Policy Plan guidance. It also lists explicitly as examples that may be followed several green building design approaches that are encouraged in Reston - in Reston. For nonresidential development in the TSAs, with the support of staff and the Task Force during Phase I, LEED Silver certification is recommended, given the recommended intensity. This is similar to the approach taken in Tysons and Innovation Center TSA, given their planned intensities. And the issue of arterial roads being inappropriate for urban areas with pedestrians, the issue was addressed during Phase I, where language was added regarding mitigating traffic congestion as a tiered approach to favor pedestrians, bicyclists, and transit. In addition, language was added to address road speeds - road speeds. With the upcoming FCDOT enhanced street grid study, which is a follow-on study from Phase I, there is an opportunity to address these issues in more detail. The staff recommendations, with my proposed edits, focus this growth in the TSAs and village centers, while preserving Reston's existing residential neighborhoods. This approach is in line with the Phase I Task Force recommendation – approach - - an approach embodied within the adopted Reston vision and planning principles to preserve the residential neighborhoods and focus growth and change in the areas near the Metro, within the Town Center, and in the village centers. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF THE RECOMMENDED PLAN TEXT FOR RESTON AS PRESENTED IN APPENDICES A THROUGH G OF THE STAFF REPORT FOR ST09-III-UP1 (B), DATED APRIL 1ST, 2015, AND AS MODIFIED BY MY MARKUP DATED MAY 7TH, 2015.

Commissioners Flanagan and Hart: Second.

Chairman Murphy: Seconded by Mr. Flanagan and Mr. Hart. Is there a discussion of that motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt PA 2013-CW-4CP [*sic*], which is the – which is the Reston – I'm sorry – ST09-III-UP1 (B), the Reston Master Plan Phase II, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Migliaccio: Mr. Chairman, abstain; not here for the public hearing.

Chairman Murphy: Okay, Mr. Migliaccio abstains.

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(The motion carried by a vote of 9-0-1. Commissioner Migliaccio abstained from the vote; Commissioners Lawrence and Sargeant were absent from the meeting.)

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